COUNCIL AGENDA

JUL 21, 1975

SPECIAL

A G E N D A

SPECIAL MEETING OF CITY COUNCIL

ON INTERIM DEVELOPMENT POLICIES

MONDAY, JULY 21, 1975 - 1:30 P.M.

1. DEPUTATIONS

The following persons and/or firms have requested permission to make a presentation to Council at this Special Meeting and each deputation has previously been advised that their presentation shall be limited to ten minutes each:-

(a) Mr. J. Chiappetta, Erin Group

(b) Mr. J. Bousfield, Cadillac-Fairview Corporation

(c) Mr. Somer Rumm, Consolidated Building Corporation

(d) Mr. R. Webb, Markborough Properties Limited

2. Attached hereto is a copy of a report dated June 17, 1975, from Mr. R. G. B. Edmunds, Commissioner of Planning.

3. INFORMATION ITEMS

Attached hereto are the following documents which were previously received by Council and referred to this Special Meeting:-

(i) Report dated May 27, 1975, from Mr. R. G. B. Edmunds, Commissioner of Planning.

(ii) Report dated May 28, 1975, from Mr. W. P. Taylor, Commissioner of Engineering, Works and Building.

(iii) Letter dated July 2, 1975, from Consolidated Building Corporation.

4. ADJOURNMENT

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CITY OF MISSISSAUGA

PLANNING DEPARTMENT

FILE: SP 166, West Credit
DATE: June 17, 1975

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Official Plan Preparation - Interim Policies

COMMENTS This memorandum has been prepared to give additional background to the Interim Policies Report which was given preliminary consideration at the June 9, 1975 Council meeting, at which prospective developers of land in the West Credit Area made submissions against the interim proposal that applications in that area should not be processed towards their approval to facilitate land development.

RECEIVED
REGISTRY NO. 6261
DATE JUL 17 1975
FILE NO. 140-75
CLERK'S DEPARTMENT

All of the owners of potentially developable land in Mississauga have ideas about what is the appropriate type of development for their particular land holdings; they also have ideas about the timing of such development. Generally speaking, the amount of planning effort that has gone into formulating these individual ideas of what is best for the landowner varies in proportion to the size of the land ownership. In other words, the owners of large tracts of land have examined future development on a more comprehensive basis than owners of small parcels. It could be argued therefore that on this basis alone the proposals of large developers should be given priority for development approvals, since their interests are of a long- rather than short-term nature, and consequently they could be molded into a plan consistent with the goals and objectives of the City. This is possibly a valid approach. For example, Cadillac Fairview expends considerable time and money to ensure that its development results are in harmony with current planning objectives, and to a large extent they seem to be prepared to modify from time to time their approach to accommodate changing demands and attitudes concerning land development. But the very large question to be answered is in what context is the City to evaluate the appropriateness of development proposals? Is it in the context which assumes that if we plan

in great detail the individual parts of the City the parts will fit together eventually into a comprehensive whole, or should it be done in reverse - first get a handle on what the total picture should be in terms of housing, jobs, transportation, open space, soft as well as hard services, etc., and then decide on how best we can start to paint it to create a desirable form of urban living for those who now live here and those who will come in the future? I suggest it is the latter course which we should be pursuing. And it has been my understanding that this was in fact the desired direction of Council after the preparation of a comprehensive Official Plan had been set in motion in 1974 by Council.

Look for a moment at the land development potential in Mississauga in terms of its location and areal extent. To a large degree the area south of proposed Highway 403 east of Winston Churchill Boulevard is committed to urban development of some type. Development is also planned for the area east of Highway 410 and south of Highway 407, and the areas of Streetsville and Meadowvale West. There is also a Primary Official Plan commitment to development in Erin Mills Centre. Without going into the question of whether there is a conscious plan to stage such development to meet a comprehensive set of goals and objectives, what land areas of Mississauga are there left to "plan"? The answer is simple - North Central Mississauga (Hole in the Doughnut), the area west of Winston Churchill Boulevard, and to a lesser degree the central area of Erin Mills.

If the City now decides to give detailed consideration to any of these areas without the benefit of evaluating plans for those areas in the context of an overall comprehensive plan, it could be said that the City is only giving lip service to the participatory planning process that has been set in motion by City Council. Certainly the developers' proposals for these areas should be taken into account in preparing the total plan, much the same as it is proposed to allow the general public an opportunity to have input to the process, but the City should not allow the developers' proposals to be processed to the point where they would probably dictate the form and structure of the overall plan. That seems to be a tail-wagging-the-dog approach.

I recognize the needs of Cadillac Fairview to have a long-term as well as a short-term plan and program for the future development of their large land holdings in Mississauga, and also their sincere desire to contribute to the supply of housing accommodation; but at the same time the need and the expressed desire of City Council to have a comprehensive development strategy for the total City to be used to determine the appropriateness, in terms of quantity, quality, and timing, of development proposals for any part of the City, should also be recognized.

The question to be resolved is can the City facilitate the processing of plans towards meeting the program objectives of Cadillac Fairview and other developers during the same time it is involved in a planning process which assumes that the future development of those developers' lands is unknown until the process is completed? If the answer is yes, such processing of the plans of Cadillac Fairview and others can take place in parallel with preparing the Official Plan, how could it be explained to those wanting to participate in the Official Plan preparation that while the City is seeking input with respect to future development, a basic decision has been made towards development of one of the two large undeveloped areas of the City? More pointedly, perhaps, is the question of what response would be given in such circumstances to owners of land in North Central Mississauga?

City Council must decide whether to adhere strictly to the planning process that has been set in motion, which incidentally has now been fully explained at each of the recent Official Plan public meetings, or to modify that approach to accede wholly or in part to the submissions of prospective developers in the West Credit Area. This will be a very significant planning decision and therefore should not be made until all the factors involved in it have been carefully considered.

The main thrust of the presentation made by Cadillac Fairview at the June 9, 1975 Council meeting was in essence that any further delays in processing plans for their lands in the West Credit Area would result in a housing supply crisis in the near future. While it was generally agreed during discussion that the "crisis" contention pertained more perhaps to

Cadillac's future housing supply program than to the larger picture of housing supply in Mississauga and the Toronto-centred Region, the implications of delays should be given consideration in the larger context of what is a responsible position for Mississauga to take on the future supply of housing in that Region.

The concerns of Cadillac about the housing situation were supported generally by the representative of Consolidated Building Corporation, and added to by C.B.C.'s concern that to delay the processing of their plans would place Cadillac in a monopolistic position with respect to housing supply in Mississaug

The Erin Group representative endorsed the submission of Cadillac and C.B.C. He also noted his concern about the expenditures of that Group in terms of time and money that had occurred with no indication of a possible benefit being received for such outlays and he questioned the fairness of what had happened.

Looking at the larger housing picture mentioned previously, it would appear from what is known about the current plans of the Province and the municipalit included in the Toronto-centred Region that Mississau is being called upon to play a significant part in meeting at least the short-term needs for housing in the Region. Although there are Provincial plans to divert the growth pressures from the west of Metro Toronto to other parts of the Region to provide a better balance, the likelihood of implementing these plans in the near future appears to be very remote. Therefore, the pressures for Mississauga to produce housing will not decrease in the near future.

In determining its future role in the housing supply situation, City Council should have regard for current related activity in Mississauga. In other words, consideration must be given to what amount of housing could be produced on the basis of approved plans and zoning, and the amount that could be added to it by plans already being processed towards approv in areas outside the West Credit Area west of Winston Churchill Boulevard and North Central Mississauga. In this connection, a recent report prepared by the Planning Department on the statistical details of current and proposed housing in Mississauga is attached as Appendix 1. Also attached is a memorandum to clarify certain aspects of the staff recommendations put forward for discussion on June 9, 1975.

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In summary, the current situation is that a planning process has been set in motion which if strictly adhered to means that the consideration of development proposals in certain areas of Mississauga should be deferred until the process is completed. Although this process has been given definite time constraints, these deadlines are not suitable for the purposes of most of the prospective developers in Mississauga. The question is therefore as to whether there is a compromise position for all concerned. In determining its response to this question, Council must consider any possible compromise in terms of its violating the integrity of the current planning process as perceived by the public who have participated in the Official Plan Review to date, and those who anticipate participating in the future. In other words, any compromise should result in only a slight modification of the process and not in its being abandoned.

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POTENTIAL HOUSING DEVELOPMENT IN MISSISSAUGA

JULY 1975

A. COMMITTED UNITS

Committed includes existing units plus units zoned or registered, or both.

Detached	33,113
Semi-detached	13,470
Multiples	9,995
Apartments	30,424
Stacked	3,660
Total Committed Units	90,662

This total includes 20,000 units which are not constructed but which are zoned or registered, or both.

B. POTENTIAL UNITS

Potential includes all outstanding applications plus infill based on community studies.

Detached	6,650
Semi-detached	3,790
Multiples	11,914
Apartments	13,725
Total Potential Units	36,079

(This is a conservative estimate which does not allow for possible new units resulting from redevelopment.)

Thus, there are 20,000 units zoned and registered, or both which could be constructed immediately and 36,079 units which are being processed towards zoning approval or registration, or both for a total of 56,079 potential units.

C. DEFERRED POTENTIAL

This refers primarily to areas for which no secondary plans have been prepared. These figures noted below only show the potential of development proposals filed with the City and not the ultimate capacity of the various areas:

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POTENTIAL HOUSING DEVELOPMENT IN MISSISSAUGA
PAGE 2 JULY 1975.

Area	Population Released	Not Released
Erin Mills Ridge	1217	-
Erin Mills Centre	103	-
Meadowvale North	-	23495
Northern Area (Hole-in-the-Donut)	135	10960
West Meadowvale West (pt.)	54600	
North Cooksville (pt.) (Hills, Woods, pt. of Meadows)		35223
Erin Mills West	-	29500
West Erin Mills Ridge	-	29800
	56055 persons	128978 persons
Approximate Number of Units using factor of 3.8 persons per unit =	14751 units	33941 units

Total Deferred Potential Units 48692

D. SUMMARY

	Units	Equivalent Population at 3.8 Persons/Unit
Committed, but not built	20,000	
Potential Units	36,079	
Total Potential Units	56,079	213,100
Total Committed Units (including Committed but not built)	90,662	344,516
Potential Units	36,079	
	126,741	481,616
Deferred Potential	48,692	185,030
Grand Total Committed, Potential & Deferred Potential	175,433	666,646

APPENDIX 2

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CITY OF MISSISSAUGA

PLANNING DEPARTMENT

FILE: SP 166, West Credit
DATE: June 17, 1975

MEMORANDUM

TO — M. L. Dobkin, Mayor, and Members of the City of Mississauga Council

FROM — R. G. B. Edmunds, Commissioner of Planning

SUBJECT — Interim Policies - Processing of Development Applications During Preparation of Official Plan

ORIGIN — June 9, 1975 Council Meeting

COMMENTS — In view of the preliminary discussion on the Interim Policies Report that took place at the June 9, 1975 Council meeting, this memo has been prepared to clear up the anomalies that were apparent in the previous memo with respect to lands for which development applications should or should not be processed.

The West Credit communities of Meadowvale West, Meadowvale South and Erin Mills South constitute the first category. Processing of development applications should continue for these lands because they are subject to recently approved secondary plans.

The second category is composed of Malton, Streetsville and Port Credit, development applications for which should continue to be dealt with in the context of prevailing policies.

The third category is infill lands, which are defined as all lands south of Burnhamthorpe Road other than Erin Mills South and Port Credit, and Erin Mills West and North Cooksville (see below). Processing of applications should take place for these lands subject to current policies.

The fourth category is made up of the North-North Dixie Community and that portion of the North Cooksville Community known as Mississauga Meadows. Although a secondary plan for the North-North Dixie

Community has been approved and one has been prepared for Mississauga Meadows, future development of lands in both communities is subject to resolving the transportation difficulties of the Burnhamthorpe corridor. Therefore, the previous Council decision to not process development applications for these areas should be maintained until these difficulties are resolved.

The fifth category covers the remaining lands, including North Central Mississauga, lands west of Winston Churchill Boulevard, Meadowvale North and the remaining portion of the North Cooksville Community. For these lands, there are no approved secondary plans. The consultants' recommendations regarding their possible future development are being evaluated during the preparation of the Official Plan. Therefore, development applications for these lands should not be released for processing.

It should be noted that the previous memo recommended that development applications for industrially-designated lands west of Square One to Mavis Road as well as some lands south of this area should not be processed in order to keep open the policy option of developing the lands residentially, as recommended by the consultants. The previous memo also recommended that development applications within the Cooksville Community adjacent to the proposed Core Area be evaluated in terms of their relationship to this area as a possible Core Area for Mississauga.

RECOMMENDATIONS

The following recommendations are proposed, in addition to and for clarification of those proposed in the May 27, 1975 memorandum:

1. Development applications should be processed for lands in the following areas:
   (a) Meadowvale West, Meadowvale South and Erin Mills South, subject to the approved secondary plans for these areas.
   (b) Malton, Streetsville and Port Credit, subject to prevailing policies.
   (c) Lands defined in this memo as infill areas, subject to current policies.

2. The previous Council decision to not process development applications in the North-North Dixie Community and Mississauga Meadows portion of the North Cooksville Community should be upheld and, as the May 27, 1975 memo stated, efforts should continue to be made towards resolving the transportation problems that exist within the Burnhamthorpe corridor.

3. Development applications for the other lands - North Central Mississauga, the remaining North Cooksville lands, and the lands west of Winston Churchill Boulevard - should not be processed and decisions made previously to do so should be rescinded.

4. The recommendation of the May 27, 1975 memo, concerning lands west and south of Square One designated for industrial uses in the existing Official Plan but proposed for residential uses by the consultants, should be upheld.

In addition, the following recommendations from the May 27, 1975 memo should also be considered:

5. The Interim Housing Policy be maintained.

6. The City of Mississauga apply to the Provincial Government for a grant of $20,000 for the housing policy component of the Official Plan.

7. The transportation rights-of-way required for the recommended light rapid transit and road construction be reserved pending the completion of the Official Plan.

8. Any development applications within the area recommended as the City Core, and the areas within the Cooksville Community adjacent to it be carefully evaluated in terms of their possible effects on the potential uses of this area.

9. Any proposals that would improve or rehabilitate existing secondary centres such as Clarkson, Streetsville, Malton or Port Credit not be delayed during preparation of the Official Plan.

10. During the course of the Official Plan Review, the land severance policies approved by Peel Regional Council and endorsed by the Mississauga Council remain in effect; in addition, they should be examined as part of the Official Plan Review as a possible permanent policy.

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11. Wherever possible, action should be taken on service short-falls for existing development.

CITY OF MISSISSAUGA

PLANNING DEPARTMENT

FILE: SP 166
DATE: May 27, 1975

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MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Official Plan Preparation - Interim Planning Policies

COMMENTS (a) Introduction

The presentation of the consultants' proposals and recommendations on May 2, 1975 represents the first step in the Official Plan preparation process described in an earlier memo to General Committee, which will culminate in an Official Plan in about twelve to eighteen months' time.

During this period of time, when the consultants' reports are being evaluated by both the public and the professional staff, planning and development in Mississauga cannot simply be suspended. The need for housing, particularly for low-income groups, and the economic hardship that would result to private interests who have invested to the point of having development proposals at various stages of approval, are two circumstances that would be severely aggravated by a policy of refusing development until the Official Plan Review has taken place.

Conversely, it is important that development not proceed in a way that might preclude present policy options which have not yet been fully evaluated by both the public and by elected and non-elected officials.

The purpose of this report, therefore, is to describe interim policies that should be adopted to permit development to take place but not jeopardize the opportunities for the future policy choices outlined in the consultants' reports, or others that may emerge during the course of the Official Plan Review.

REPORTS DEALING WITH ITEM #591 GENERAL COMMITTEE REPORT MAY 28, 1975 - REFERRED TO COUNCIL WITHOUT A RECOMMENDATION

(b) Existing Development Applications

It is suggested that development applications in areas where secondary plans have been approved should continue to be processed. This recommendation would include Meadowvale West, Meadowvale South and Lakeshore Communities, for which amendments to the Official Plan incorporating planning policies have been approved within the last five years. Similarly, development applications for infill areas should also continue to be processed. For the purposes of this interim policies report, infill areas are defined as undeveloped areas of the Streetsville and Malton Communities, and all lands south of Burnhamthorpe Road with the exception of the undeveloped parts of the Lakeshore, Erin Mills South and North Cooksville Communities.

It should be noted that this recommended policy is dealing only with the processing of development applications and not whether such applications should be approved. Notwithstanding the Official Plan Review, the disposition of development applications is dependent upon many factors, including the provision of water and sewage facilities, parks and recreational facilities, and schools.

In addition to areas where development applications should continue to be processed, there are areas which should either not be released for processing or, if released, the decision to do so should be rescinded. In the former category would be the lands in the north-central area, bounded by the east-west and north-south Parkway Belt system established by the Province. Within the latter category, the lands west of Winston Churchill Boulevard have been released by Council. The consultants' reports recommend that they be developed for urban purposes, but not in Stage 1. This recommendation should be evaluated as part of the preparation of the Official Plan with respect to a number of considerations including servicing, transportation and the relative merits of developing this area, the north-central area, or both. Therefore, it is suggested that the decision to release for processing the lands west of Winston Churchill Boulevard should be rescinded. The future of these lands will receive careful consideration during the preparation of the Official Plan.

Although there is an approved secondary plan for the North-North Dixie Community, the future development of this area and the North Cooksville Community is affected by transportation difficulties. Until issues associated with these difficulties are resolved, there should be no further processing of development applications in these areas.

There are other areas for which the City's existing plans or policies are in conflict with the consultants' recommendations. The area west of Square One bounded by Mavis Road, Burnhamthorpe Road, the east-west Parkway Belt and the Canadian Pacific Railway tracks is presently designated for industrial purposes by Amendment 237, but the consultants have recommended this area for residential purposes, and have allocated a secondary centre in this location. An adjacent area, between Mary Fix Creek and Mavis Road south of Burnhamthorpe Road to the Canadian Pacific Railway tracks, is presently designated completely for industrial purposes; the consultants, however, have recommended that the area be partially used for residential purposes*. In order to keep the policy options open for these lands, there should be no further processing of development applications in these areas until the consultants' recommendations have been fully evaluated during the preparation of the Official Plan.

(c) Housing Policy

A proposed Interim Housing Policy was submitted to a joint Planning Committee and Council meeting in April 1975, recommending among other things a study of the need for neighbourhood improvements and residential unit rehabilitation, targets for housing starts for assisted housing of both moderate- and low-income units, and administrative arrangements for achieving the recommendations. The proposed policy also recommended a program for land assembly and land banking which was rejected by the Planning Committee and Council, but the remainder of the proposed policy was approved. In addition to this policy, Mississauga

* The area of the recommended change includes all the lands above except for a strip of land fronting on Mavis Road.

has also been involved in agreements with the Provincial Government and developers as part of the Ontario Housing Action Program (OHAP) in various areas of the City.

Neither the Interim Housing Policy nor the OHAP agreements appear to conflict with or preclude options concerning housing policies outlined in the consultants' recommendations.

Besides the housing studies associated with the Official Plan preparation, and the Interim Housing Policy, a housing study is also being carried out by the Region of Peel as part of the formulation of the Peel Regional Plan. A task force, including representation from Mississauga, and terms of reference have been established, and a grant from the Provincial Government has been obtained by the Region to fund the study. Although both the Regional study and Mississauga's housing policy and Official Plan are only in their early stages, there does not appear to be any conflict at this point in time between the work being done at the Region and the Interim Housing Policy of Mississauga. The presence of representatives from Mississauga on the Regional study task force should ensure that any overlapping of research activities should be kept to a minimum.

Whereas the Regional housing study and the housing policies of the Mississauga Official Plan will represent a comprehensive and detailed approach to housing, the Interim Housing Policy is a limited scale approach to suggest ways by which more assisted housing for moderate- and low-income groups may be achieved.

Therefore, it is suggested that the Interim Housing Policy be continued until a comprehensive, long-term housing policy for Mississauga has been achieved. To facilitate this process, it is suggested that the City of Mississauga apply to the Ministry of Housing for a grant of $20,000 under the Ontario Housing Action Program.

(d) Future Policy Options - Specific Projects

As noted previously, any decisions regarding the consultants' proposals and recommendations should await a complete evaluation by both the public and

and the technicians. The previous sections of this report outlined policies with respect to housing and the processing of development applications in certain areas and not in others that should be adopted pending the completion of the Official Plan Review.

There are a number of specific policy options associated with the consultants' recommendations that should be retained although the major decisions concerning them have not been made.

(1) Transportation - Rights-of-Way

The Transportation Report outlines a number of Light Rail Transit (LRT) lines that should be established, and major arterial road construction that should be carried out. The rights-of-way associated with these recommended facilities should be retained without impediments that would prevent their possible use for transportation purposes at a later date. The best examples of the need to reserve such rights-of-way are along Burnhamthorpe Road, Highway 10 and Erin Mills Parkway for possible establishment of LRT lines in these locations. The reservation of such rights-of-way could be achieved through dedication as a condition of development and the use of subdivision design and site plan control. The major purpose of retaining possible rights-of-way undeveloped would be to ensure that they would be available if the Official Plan determines that they are required; if they are not required, the lands could be incorporated into the adjacent land uses.

(2) Core Area and Network of Secondary Centres

The consultants have recommended that the City Core should be located in the area from Square One to Dundas Street and from Mary Fix Creek to Hurontario Street. Also recommended was the retention and reinforcement of secondary centres such as Clarkson, Malton, Streetsville and Port Credit.

With respect to the recommended Core Area, any development applications, including those submitted to the Committee of Adjustment and

the Land Division Committee for this area, should be evaluated within the context that this area may possibly become the Core Area for Mississauga. Examination of development proposals for this area should ensure that uses which might prejudice possible Core Area uses or preclude potential advantageous design features such as open space or building locations should not be permitted.

Similarly, development applications for areas adjacent to the Core Area within the Cooksville Community should be evaluated in terms of their relationship to this area as a possible Core Area for Mississauga.

The network of secondary centres is already well established; however, some rehabilitation and improvements, such as those proposed for the commercial area of Clarkson, could take place without compromising any possible course of action outlined in the consultants' report.

(3) Land Severance Policies

Mississauga Council previously endorsed the Region of Peel's recommended policies concerning divisions of land in agricultural areas. This policy should continue in effect as an interim measure and should be examined during the course of the Official Plan Review as a possible permanent policy to be included as part of the Official Plan.

(4) Service Shortfalls

The consultants identified some shortfalls in services, most notably parks and storm drainage facilities, for existing developed areas of Mississauga. Regardless of what Official Plan policies are adopted, these shortages will continue to exist and no opportunity should be lost in alleviating them.

(e) Conclusions

The foregoing are suggested interim policies of the Official Plan. It is possible during the course of preparing the Official Plan that other policies will emerge as the direction of the Plan becomes more clear, although it is emphasized that the evaluation should be completed before any major decisions are made.

RECOMMENDATIONS

Pending the completion of the Official Plan, it is recommended that the following interim policies be adopted:

1. Development applications continue to be processed in infilling areas and those community study areas for which secondary plans have been approved; namely, Lakeshore, Erin Mills South, Meadowvale West and Meadowvale South.

2. Efforts continue to be made towards the solution of transportation problems that exist with respect to the future development of the North-North Dixie and North Cooksville Communities.

3. The decision to release for processing lands west of Winston Churchill Boulevard be rescinded, and no action with respect to the development of these lands be taken until the completion of the Official Plan.

   Similarly, there should be no further processing of development applications for the lands bounded by the east-west Parkway Belt, Mavis Road, Burnhamthorpe Road and the C.P.R. tracks or for the adjacent lands south of this area designated Industrial but recommended for residential uses by the consultants.

4. The Interim Housing Policy be maintained.

5. The City of Mississauga apply to the Provincial Government for a grant of $20,000 for the housing policy component of the Official Plan.

6. The transportation rights-of-way required for the recommended light rapid transit and road construction be reserved pending the completion of the Official Plan.

7. Any development applications within the area recommended as the City Core, and the areas within the Cooksville Community adjacent to it be carefully evaluated in terms of their possible effects on the potential uses of this area.

8. Any proposals that would improve or rehabilitate existing secondary centres such as Clarkson, Streetsville, Malton or Port Credit not be delayed during preparation of the Official Plan.

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9. During the course of the Official Plan Review, the land severance policies approved by Peel Regional Council and endorsed by the Mississauga Council remain in effect; in addition, they should be examined as part of the Official Plan Review as a possible permanent policy.

10. Wherever possible, action should be taken on service short-falls for existing development.

THESE RECOMMENDATIONS HAVE BEEN ENDORSED BY THE STAFF MANAGEMENT COMMITTEE.

R. G. B. Edmunds

R. G. B. Edmunds

3(ii)

CITY OF MISSISSAUGA

May 28, 1975
Our Files: 04-00-150.2,
P.N. 73-071 & OZ-15/75

The Mayor and Members of the
General Committee,
City of Mississauga.

SUBJECT: Interim planning policies.

ORIGIN: Report of Management Team May 27, 1975.

COMMENTS: In addition to the communities mentioned in our Interim Planning Policies Report of May 27, 1975, we wish to draw to the attention of Council that the Erin Mills South Community is proceeding rapidly towards development and that a number of plans could be registered this year. We are attaching our report to General Committee of May 7, 1975, which indicated that there would be a high cost of providing both transit and major road facilities to this development. This report recommended that the Staff Management Team provide a report on the staging of these facilities and the alternative forms of funding.

At the General Committee meeting of May 21, 1975, a presentation was made to Council by McCormick and Rankin on the costs of grade separation and bridge construction for Burnhamthorpe Road and Eglinton Avenue at the CPR and Credit River. The total cost of these projects was reported to be $20,000,000.00. In view of the foregoing, we would suggest that processing of subdivision plans should proceed in Erin Mills South, however, neither servicing nor registration should commence until a policy has been arrived at on how major roads and transit facilities can be provided to this area and how these will be funded.

RECOMMENDATIONS: The following is therefore recommended for consideration:

1. That the Staff Management Team report to Council as soon as possible on the staging of construction for major road facilities and transit for the Erin Mills South development including alternative funding.

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Subject: Interim planning policies.

RECOMMENDATIONS: 2. That no plans of subdivision be registered or pre-servicing agreements be entered into until this policy has been approved by Council.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner,
Engineering, Works and Building Dept.

WPT:dw

3(iii)

consolidated building corporation

99 avenue road, toronto, ontario m5r 2g5 · telephone 925-2851

RECEIVED
JUL
REGISTRY NO. 5912
DATE JUL 8 1975
FILE NO. 12-075
CLERK'S DEPARTMENT

July 2, 1975

The Mayor and Members of Council
City of Mississauga
Mississauga, Ontario

Re: Erin Meadows and the Official Plan Review

Ladies and Gentlemen:

Please accept this letter as a statement of the position taken by Consolidated Building Corporation regarding the Commissioner of Planning's report concerning the Official Plan Review and his recommendation that development proposals in certain areas be suspended from processing.

We appreciate that the Consultants' Recommendations on the Mississauga Official Plan Review have resulted in a number of instances where previously established planning policies are now subject to question. No doubt considerable deliberation will be required to resolve such matters. An example of this situation occurs for instance on the north side of Burnhamthorpe Road, to the west of Mavis Road, where a large area presently designated industrial is proposed as Residential in conflict with established Official Plan policy. Similarly, the suggested relocation of Highway #403 is a proposed major policy change, the resolution of which is necessary before associated land use in the area of its alignment and other such matters can be resolved.

On the other hand, many of the Consultants' Recommendations have reinforced the actions of Council regarding pending policies that are under consideration. An example of the latter point is the Erin Meadows area which is adjacent to the west of Meadowvale and Erin Mills. Council has resolved to process our application to amend the Official Plan to facilitate the development of a residential community. The Consultants' Recommendation in connection with the Official Plan Review regarding this area supports the concept of Erin Meadows by recommending a designation for residential development for this area.

There is a significant difference between the types of situations described above. Therefore, we respectfully suggest that, in general, to suspend the processing of all applications affected by the Official Plan Review, including many that are endorsed by the Consultants, would interrupt the planning

TO BE RECEIVED. REFERRED TO R. EDMUNDS FOR CONSIDERATION AT SPECIAL COUNCIL MEETING ON JULY 21, 1975.

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process unnecessarily. More specifically, the Erin Meadows application is supported by the Official Plan Review Consultants, and because there may be other applications that are not supported by the Consultants, we do not think our application should be deferred from processing along with such others.

If deferral from processing of certain applications is necessary, surely it will not result in a "blanket" deferral of all applications, but rather done more selectively, depending upon the merits and circumstances of each case.

Please consider the following additional points which we submit in support of our contention that the processing of the Erin Meadows application should proceed.

Our proposed concept for development includes a very specific proposal which would have the effect of reducing the end cost of single-family and semi-detached type dwellings to a large number of families. Our ability to carry out this intention assumes that the processing of our application will continue in the routine, yet expeditious, manner. At best, the processing procedure will probably take a couple of years before any dwelling units can be produced under our reduced cost scheme. To suspend the processing procedure would virtually eliminate a basic premise upon which our proposal is predicated, and jeopardize this social benefit at a time of most dire need.

Prior to our recent representation to Council we researched the availability of land capable of early development for family housing in the City of Mississauga. To ensure that a mix of housing types are available in diverse locations to be undertaken by a variety of development companies, wherever possible the processing of meritous proposals should continue, especially when the lead time required for development to come "on-stream" is so lengthy. Also, we are concerned, and consider it extremely important that the planning of Erin Meadows proceed in conjunction with the more detailed planning which is continuing on the adjoining Meadowvale and Erin Mills communities to ensure that a number of interdependent aspects are examined and decided upon concurrently.

In conclusion, we suggest that the interests of the City would not be detrimentally affected in any way by proceeding with the decisions already taken by Council, and we urge you not to reverse your position for the reasons respectfully submitted herein.

Yours very truly,

Somer Rumm
Vice President, Land

consolidated building corporation limited

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cc: Mr. R. Edmunds, Commissioner of Planning
Gardiner, Roberts, Attention: Mr. John Conlin
Murray V. Jones & Associates